GRUMMAN plane news

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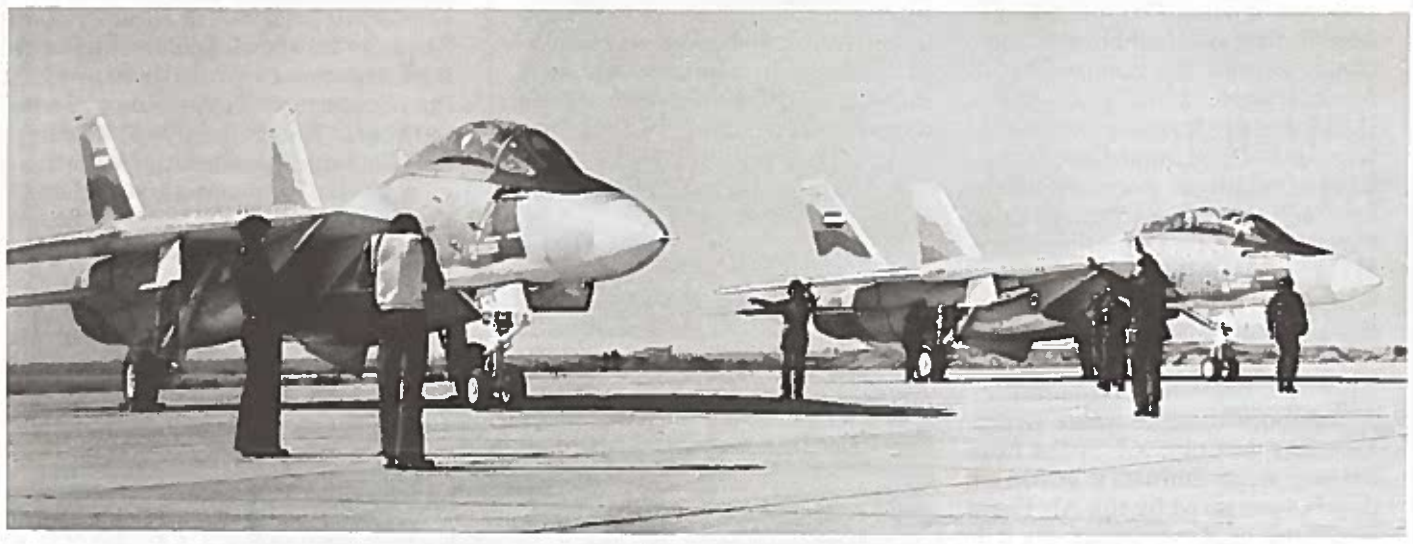
First three IIAF Tomcats arrive at Isfahan



ISFAHAN, IRAN — The days start much the same at this time of the year near here—they dawn clear and crisp ... the early morning sun glistens on the snow-capped mountains to the north and starts to melt a light coating of ice that forms on small streams and rivulets during the night ... the city starts to come alive as people hurry to work, to school, and to the shops and bazaars.

At Khatami Air Base near Isfahan, however, Friday, January 30, was a day not like any other—Imperial Iranian Air Force Personnel at the 8th Tactical Fighter Base at Khatami were preparing to receive the first Grumman F-14 Tomcats being introduced into the service of Iran.

By 10 that morning all was ready. Maj. General Amir Hossein Rabii, Commander of the IIAF Tactical Air Command, Brig. General Abdul Hossein Minu Sepehr, Commander of the 8th Tactical Fighter Base, and Brig. General Nader Yousefi, Vice Deputy Commander of Operations for the IIAF, were at Khatami. On the scene, too, were representatives of major F-14 contractors. IIAF troops had already begun lining up along the taxi strip and motion picture and still photographers were getting in position to record the event. It was a very proud day for Iran.

As all eyes were turned toward the north trying to pick up the first sign of the Tomcats. First one, then two, then more and more of the onlookers began tracing the progress of the two planes as they streaked across the blue sky. After circling the base, the two F-14s came in from the southeast, flying with wings swept back at about 400 M.P.H., approximately 350 feet over the runway, in full view of the crowd.

Once more the Tomcats swept past the crowd in close formation before breaking left to come around again from the northwest in a fly-by with one F-14 fully extending its wings while the other kept its wings swept-back. Again they flew low over the runway, this time singly and very slowly, with the lead plane performing a touch-and-go landing before making an after-burner takeoff, climbing almost straight up into the sky before completing the maneuver with a half-cuban eight. The second F-14, after it completed a touch-and-go, turned slowly to the right, continued to circle the field and once again joined up with the lead Tomcat.

It was an impressive demonstration of both the flying skill of Imperial Iranian Air Force pilots and the outstanding maneuvering qualities of the Grumman F-14.

When the two planes landed they were guided to a position on the taxi strip a couple of hundred feet from a group of F-4s standing quietly on the apron. As engines were shut down and canopies raised, the crowd could see the smiling faces of Major Iradj Khorram, the lead pilot in F-14 H-2, and Capt. Moe Farahavar, the pilot of F-14 H-3. Accompanying the IIAF pilots on the flight from Mehrabad Air Base at Tehran were Grumman weapon system operators Cosmo Salibello and Gene Holmberg. (The next day, Capt. Maji Zangeneh and Capt. Kazem Heidarzade flew the third Tomcat, H-1, to Khatami from Mehrabad.)

As the IIAF pilots left the planes they were personally congratulated by General Rabii, General Minu Sepehr, and General Yousefi and their many friends and fellow air force pilots.

It had been a busy two days for the Iranian air crews. Just the day before, at Mehrabad Air Base, Shah Mohammed Reza Pahlavi had inspected the F-14 Tomcat before being briefed by General Minu Sepehr on the planes operational and weapon system capabilities. Major Khorram and Capt. Zangeneh, with Captains Farahavar and Heidarzade flying in the back-seat positions, then put two of the Tomcats through their paces for the Shah in a flight demonstration that would be repeated the following day at Khatami Air Base.

That same Thursday evening (January 29), there was a ceremony at the Shah Abbas Hotel in Isfahan to mark the introduction of the F-14 into service with Iran. Attending that dinner were a number of high government officials, including Akbar Zak, Governor General of Isfahan Province, Senior IIAF officers, and representatives of Hughes Aircraft, Pratt and Whitney, PRD, and Grumman Aerospace.

General Minu Sepehr conveyed the Shah's personal thanks to F-14 associate contractors for their efforts in assuring the on-time delivery of the first three F-14s to Iran, and the General also told the audience that his Imperial Majesty the Shahanshah had been pleased with the flight demonstration he had witnessed. General Rabii also expressed his confidence that Iran now had an aircraft that could compete successfully with any other fighter in the world.

In his talk at the ceremony, George Skurla, president and chairman of the board of Grumman Aerospace, noted that, "The introduction of the F-14 into service with the Imperial Iranian Air Force is truly a most significant occasion because it marks the beginning of a new chapter in the friendly and cooperative relationship that already exists between our two allied countries.

"In selecting the F-14, we believe his Imperial Majesty the Shahanshah has chosen the world's finest air superiority fighter to provide a strong protective shield around your country and to preserve the peace in this part of the world."

Skurla also saluted the "thousands of men and women back in the United States who have been working hard, with great dedication to make this first delivery to your country occur on schedule." He also singled out the Grumman team in

(Continued on page 3)

people

Three U.S. Air Force officers stationed for 10 months with Grumman Aerospace as part of the Air Force Education with Industry (EWI) program, received awards for outstanding performance during their previous assignment. Capt. Richard Wilson, chief of Naval Programs at Grumman presented the awards. Major Michael Neri was awarded the Meritorious Service Medal for his work in the Intelligence Indications Center at Strategic Air Commad Headquarters, Offutt AFB, Nebraska. Captains Adam Geuss and Rodger Reedy each received the Air Force Commendation Medal, first oak leaf cluster. Capt. Geuss earned the commendation for his work while stationed at Bitburg AB, Germany, where he was an F-4E Standardization and Evaluation flight examiner in the 36 Tactical Fighter Wing. Capt. Reedy came to Grumman from Wright-Patterson AFB, Ohio, where he worked on the staff of the Deputy Chief of Staff for Material Management, Headquarters, Air Force Logistics Command.

For more than 10 years Grumman has participated in the Education with Industry program that is sponsored by the Air Force Institute of Technology. In the program, selected officers get first hand study and exposure to industrial management, organization, and technology. While at Grumman they observe the day to day challenges of conducting a profit making aerospace business, and get a series of briefings and working assignments in various company departments.

'Boss of the Year'

Bill Rasmussen, Flight Safety Director and Airport Manager at Calverton, was named "1976 Boss of the Year" by the Twin Forks Chapter of the National Secretaries Association (NSA). As such, in May he will have the distinction of competing for the honor of being chosen, "New York State Division 1976 Boss of the Year."

In her letter, Carol Ann Kochis, President of the Twin Forks Chapter, Riverhead, said, "You, Mr. Rasmussen, are our outstanding man, your interest and support of Twin Forks' activities, programs, and projects is genuinely appreciated. Your qualifications and achievements are admirable, to say the least."

Elfriede Merten, Bill's secretary, said she was "delighted" to propose her boss as a candidate because, "He treats me with extreme respect and courtesy. I especially admire his professionalism and job dedication." She said also that in the seven years of their association he was helpful in making it possible for her to take advantage of in-company training programs and seminars and that he was an ardent booster of the National Secretaries Association...

Bill admitted to being enthusiastic about NSA because it encouraged people to become highly proficient and to develop a sense of pride and accomplishment in their work. His secretary, Elfriede Merten, was named also as one of the finalists in the chapter for "Secretary of the Year in 1976," and placed third.

Now that Bill has been selected Chapter Boss of the Year, he is eligible to go for the New York State, District, and finally the International title.

Get new posts ...

Among those who recently received changes in assignments were: DEPARTMENTAL OPERATIONS: Harold E. Smith, operations project engineer, EA-6B in the Administrative Ops. Department; David Aldoroty, assistant project manager in Publications for the E-2C program in Product Support. Thomas J. McGrath, director of Engine Nacelle & Thrust Reverser Programs in the Corporate Program Department will directly control or coordinate all program aspects including customer interface & contract, subcontract & bid and proposal activities; John J. Hassett & Gregory R. Kutz both appointed technical staff assistants to I.G. Hedrick in the Corporate Technology Department; Robert J. Myers, director of Planning, Control, & Budgets in the Resource Control Department; and in STUART OPERATIONS: L.J. Specht, sergeant of Plant Protection; and John King, foreman of Commercial Prods.

Luckiest day. On January 16, Calverton played host to six-year-old Mark Lewis, Cerebral Palsy poster boy. In addition to sitting in the front seat of the Tomcat and touring Plant 6, Mark chatted (above) with Calverton Ops director, Tom Merritt; and Vice President Tom Rozzi who is a board director of the Cerebral Palsy Center in Nassau. At right, Mark watches A-6E take off and looks for the pilot to wave to him. With the Intruders flaps down, GAC pilot Pete Tummillo did just that. According to Mark, "it was my luckiest day ever."

Laser warning

Over the past three years laser use has increased greatly in industry and medicine. It is even possible to purchase some types of lasers in kit form from a catalog. Unfortunately, adequate safety instructions are not always provided and harmful effects can be suffered by users or nearby people.

The primary hazard of a laser is eye injury that may occur from viewing its direct or reflected beam. Because it is never advisable to stare at such beams eye protection for specific lasers is required. A beam can give off infrared or ultraviolet radiation which is especially dangerous because it is invisible. Another risk associated with lasers is possible electric shock from high voltage circuitry. The warning here is obvious: *only experienced technicians should handle it.*

At Grumman, the Corporate Industrial Safety department administers an in-house laser safety program. Bob Pargmann, Laser Safety Officer, stresses that Safety must be notified before any laser is purchased, received, or transferred in the company. This requirement must be observed so that Safety can evaluate potential hazards and offer appropriate safeguards. It is also necessary because the company must fulfill its legal obligations of registration, inventory, and controlled use of laser devices.

If you have any questions about laser problems, on or off the job, give Bob a call on Extension 3540. Many people who use low power lasers are unaware of their ability to cause harm and they may not be aware that the effects of radiation exposure are generally not immediately obvious to the user. If you have any doubts about laser safeguards, regulations, or use, give him a ring.

Holidays '76

Here's a quick rundown of the 1976 holiday schedule:

Monday, February 16, Washington's Birthday

Monday, May 31, Memorial Day

Monday, July 5, Independence Day

Monday, September 6, Labor Day

Thursday, November 25, Thanksgiving

Friday, December 24, Christmas Day

Monday, December 27, Floating holiday (switched from Christmas eveday)

Tuesday, December 28, floating holiday

Wednesday, December 29, floating holiday

Thursday, December 30, floating holiday

Friday, December 31, New Year's Day 1977

Tomcats arrive at Isfahan

(Continued from page 1)

Iran, under the leadership of Dick Barton, managing director of F-14 Operations here, who have been working closely with IIAF personnel to assure that the Tomcat becomes fully operational as soon as possible.

In closing his talk, Skurla said: "Although this is only my first visit to your country, I can see the beauty, tradition, and accomplishments of your more than 2,500-year-old culture all around me. Yet, side-by-side with these reminders of Iran's long history, I also see clear evidence of the vitality, resolution, and many talents of a vibrant and rapidly expanding nation. It should be evident to any visitor that your nation, under the wise and gifted leadership of his Imperial Majesty the Shahanshah, is forging its destiny as a leading nation of the world. I look forward to returning to your great country from time to time to see this destiny being fulfilled."

On behalf of all Grumman Aerospace personnel, Skurla presented to the IIAF 8th Tactical Fighter Base an oil painting of the Tomcat in Imperial Iranian Air Force colors. The painting, Skurla pointed out, was by a Grumman Aerospace employee (Craig Kavafes of Presentation Services).

The first three Tomcats delivered to Iran (a total of 80 have been contracted for) departed from Calverton, New York, Grumman Aerospace's final assembly and flight test center, on Friday, January 23, piloted by Navy air crews. After in-flight refueling across the Atlantic, the F-14s stayed two days at Torrejon, Spain, before continuing on to Mehrabad Air Base in Tehran, arriving there on Tuesday, January 27. Members of the Navy air crews who flew the Tomcats to Iran included Cdr. John Donis, Lt. Cdr. Jack Woods, Lt. Cdr. Vince Lesh, Lt. Cdr. David Formo, Lt. Cdr. Charles Peterson, and Lt. Cdr. Gerry Norris.

At present, Barton and his deputy, Paul Von Ins, are directing the efforts of more than 260 people from Grumman Aerospace and their families who are living in Isfahan and Tehran to help with the introduction of the F-14 into IIAF operational service.

calendar

Amateur Radio Club: Wed., Feb. 18, 5 p.m., radio shack roof of Pl. 5; local chapter; guest speaker; visitors welcome. Emmett Goodman, x87125.

American Production & Inventory Control Society: Tues., Feb. 17, 6 p.m., Maine Maid Inn, Jericho Tpke. & Rte. 106, Jericho; local chapter; dinner & technical presentation; guest speaker: Jack Tallman, mgr. Inventory Control Hoke, Inc. — "A Practical Approach to Install Cycle Inventory;" guests welcome. Norm Heilweil, x2250.

American Society of Mechanical Engineers: Wed., Feb. 18, cocktails 6 p.m., dinner 7 p.m., presentation 8 p.m., Holiday Manor, Hicksville Rd., Bethpage; L. I. Section; guest speaker: Dr. Phillip Palmedo, Brookhaven National Labs. — "Analysis of Energy Demands & Supply in the Northeastern U.S.;" guests welcome. Larry Hahn, x2085.

American Society of Photogrammetry: Feb. 20-22, Sturbridge Village, Sturbridge, Mass.; North Atlantic Region; social & professional mid-winter gathering emphasizing trends & markets in photogrammetry in New England with a bicentennial backdrop; guests welcome. Warren Trott, x3277.

Coin Club (Bethpage): Wed., Feb. 25, 12:05 p.m., Pl. 25 vendor conf. rooms; informal lunchtime mtg. Ken Hale, x1936.

Chess Club: every Tues., 5 p.m., Pl. 30 cafe; guests welcome. Pat Charovkine, x9387.

GACE Flying Club: Fri., Feb. 13, 5 p.m., Pl. 28 auditorium; reg. mtg.; speaker: "Red" Hafter, GACE chief flight instructor — "Emergency Procedures;" guests welcome. Larry Hahn, x1916.

Grumman Toastmasters Club: Wed., Feb. 25, 5 p.m., Pl. 25, conf. rm. 1C; local chapter; reg. mtg.; guests welcome. Tom Smith, x87360.

Ski Club: Wed., Feb. 18, 8 p.m., Plaza Restaurant, crnr. Newbridge Rd. & Old Country Rd.; guests welcome. Art Garmendia, x9781.

Society of Manufacturing Engineers: Tues., Feb. 17, 7:30 p.m., tour of Aurora Products, W. Hempstead; members of tech. society only; Fri., March 19; 25th Anniversary Installation Dinner Dance ($17.50 pp). W. Hubschman, x86532.

Retiree Club: Wed., Feb. 25, 1:30 p.m., Holiday Manor, Bethpage; reg. monthly mtg. *Florida Sun Coast:* Tues., Feb. 24, 11:30 a.m., S&S Cafe, Sears Town, 1235 So. Missouri Ave., Clearwater. *Florida East Coast:* Thur., Feb. 26, 12:30 p.m.; Tradewinds Cafe, Sears Town, U.S. Rt. 1, Fort Pierce.

F-111 program draws to end

Grumman Aerospace's production phase of the F-111 program came to an end on January 5 when the 569th aft fuselage departed from Plant 36 for the General Dynamics Company facility in Fort Worth, Texas.

Spanning a period of 13 years, the F-111 program represented the largest sub-contract in Grumman history. During fulfillment of the $665.9-million contract, some 36.5 million man-hours were expended to produce 569 ship sets which consisted of one aft fuselage, one nose landing gear, one main landing gear, and one set of horizontal stabilizers.

During the production period which began in 1962, seven different models were manufactured including 76 FB-111A bombers, seven F-111B's for the U.S. Navy, and 24 F-111C's for the Royal Australian Air Force. All other versions (F-111A, D, E, F) were produced for the U.S. Air Force Tactical Air Command. The peak production rate was reached in October '68 when 18 units per month were assembled.

Senior Vice President Ross Mickey, director of Corporate Program Management, mitts F-111 program manager Bill Brown after the final F-111 aft fuselage was 'DD-250ed.'

Boeing Vertol praises Grumman ATS

Boeing Vertol UTTAS, the first major on-site flight test program by a company other than Grumman at Calverton is preparing to enter its fly-off competition for the contract that will fill the Army's need for its first squadron assault helicopter. The program has been characterized by smooth running cooperation between four companies: Boeing Vertol, which built the aircraft; Grumman Aerospace, which has been supplying the facilities and flight test support; and Boeing Computer Services, which has been utilizing Grumman Data Systems services for operation of the automated telemetry system (ATS) in real-time testing as well as for other computer support. That continues to be the story of the Boeing Vertol utility tactical transport aircraft system (UTTAS) testing program that began in 1974.

The UTTAS is a twin jet-engine, single rotor helicopter, designed to carry 11 troops and a three-man crew. It is also designed to operate over high altitude terrain and in tropical and arctic weather with high battle tolerance.

Since the actual testing began with one of three prototypes UTTAS' in November of 1974, the real-time test concept using the Grumman automated telemetry system has been "an outstanding feature" of the flight test program, according to its customer, the Boeing Vertol Company's publication "Engineering News." Calling the Grumman ATS the "new technology for the Army of the 1980s," a Boeing Vertol progress report said the UTTAS prototypes "have logged an average of five and a half productive hours per aircraft per week—twice the historical rate," and also said that their company is "conducting the most productive flight test program in helicopter history."

Long list

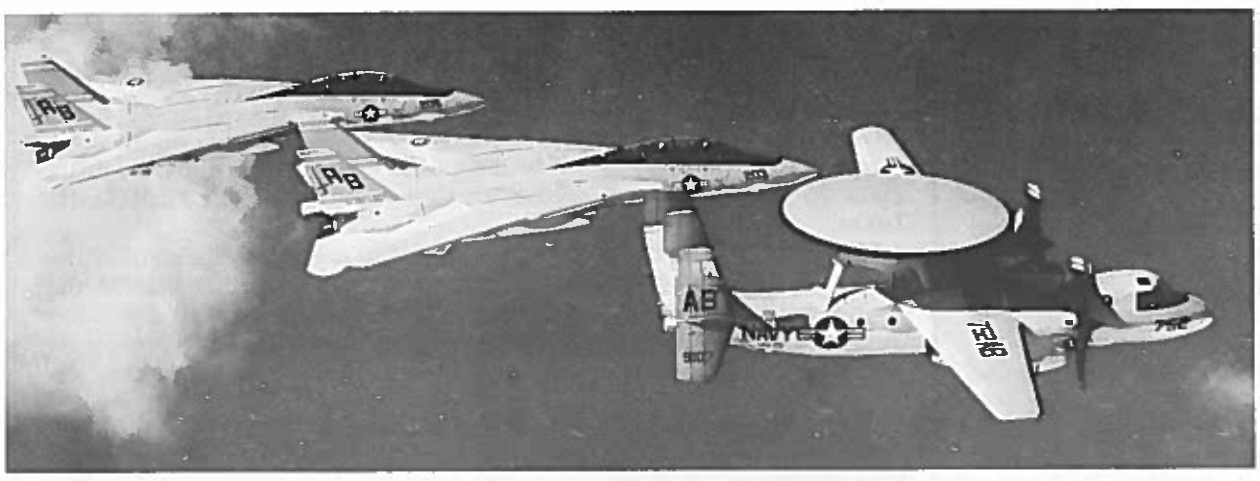
Listing impressive engineering data—calculations and tabulations—accomplished, the report continued, "Grumman's modern automated telemetry system with on-line data reduction is being utilized to derive maximum test productivity for each test flight. Test flights can be turned around, with updated objectives, in as little as half an hour."

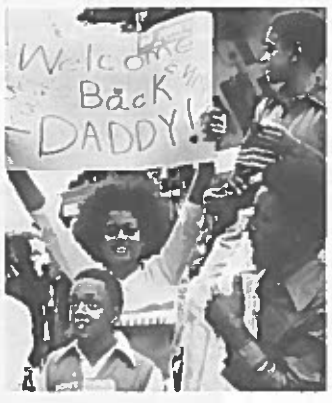
The Boeing Vertol UTTAS made its maiden flight last August 5. On November 12, the three helicopters accumulated 12:33 hours of flying during eight flights. That beat the previous single day record by two hours. In all, seven testing records were set by ATS flight testing. Besides the one mentioned, they are: 760 hours running on one set of dynamic components; 3.2 hours for a single flight; six flights in one day on one aircraft; 47 test flights by one aircraft in one month; three aircraft averaging four flights on each flyable workday; and 51 flight hours in one month by one aircraft.

'Calverton Experience'

The highly successful UTTAS test program results were presented by a pleased Boeing Vertol UTTAS team headed by Ken Lunn, chief project engineer, and the chief project test pilot, Frank Duke. The session called "The Calverton Experience," was given a dinner on February 5, at MacArthur Airport.

In March, two of the UTTAS will be transferred from Calverton to Rucker Air Force Base and the other to Edwards AFB where the fly-off program against a Sikorsky UTTAS for the Army contract is scheduled to begin in September.





Welcome home F-14 and E-2C from first deployment as a fighting team

At high noon on January 27, people began assembling on Pier 12 at the U.S. Naval Base at Norfolk. Within two hours, the welcoming home committee had grown to over 4,000 members. Finally, a spectre emerged from the thick fog that still lingered over the Chesapeake Bay. The band struck up a marching tune and the crowd roared.

After seven month's deployment in one of the world's most challenging tactical environments, the U.S. Navy's carrier John F. Kennedy was coming home. As the bumper stickers especially printed for the occasion proclaimed: "Don't frown, Big John's in town."

Many on the dockside had supplied their own personalized "Welcome Home" banners. A mother of six utilized playpen bars as holders for her signs. Since "Dad" had been at sea, little junior had outgrown the playpen.

It seemed an eternity before the tugboats guided the world's largest conventionally powered aircraft carrier into its homeport. But when the "Big John" with many of its 4,500 crew members standing around the perimeter of the flight deck was secured to land, the long-awaited reunion finally took place ... complete with tears and cheers ... hugs and kisses.

The preceding day it was much the same, except friends and family members focused their binoculars on the skies awaiting the return of Air Wing One squadrons. At NAS Oceana, emotions were of the same magnitude when VF-14 and VF-32 Tomcat air crews landed and taxied up to the hangars where the homecoming contingent had gathered to greet the "Tophatters" and "Swordsmen."

The same happy reunion also took place at NAS Norfolk, when VAW-125's Hawkeyes finally came to rest on the airstrip apron, and the air crew disembarked from their four "Hummers."

There was no hiding the look of achievement and happiness on all the JFK crew's faces—they had just completed a highly successful seven-month cruise to the Mediterranean and now they're back home again.

New dimension

When the "Big John" pulled out of port on June 28, it had on board the two newest stars in the Navy's air fleet arm: the new E-2C Hawkeye and the new F-14A Tomcat. Deployed together for the first time on the same ship, the F-14/E-2C team is considered to be a new dimension in tactical air wing doctrine—and the team's introduction has since been recorded by all Navy command levels as "highly successful."

These two newest Grumman rudder pedals in the naval air arm are not totally new to carrier operations. A year ago last March, the E-2C successfully completed its introduction to carrier operations on board the USS Saratoga. After the six-month deployment to the Mediterranean, Wing Commander Captain Raymond Pettigrew said, "The operational readiness of the E-2C has increased tremendously compared to its predecessors."

The new swing-wing, air superiority fighter successfully completed its first deployment in the Pacific last May aboard the U.S.S. Enterprise. Commander John Thaubald, who served as commanding officer of one of the the two Enterprise F-14 squadrons, VF-1, said of the Tomcat's close operating relationship with the E-2Bs, "The Hawkeye's love us because of the F-14's unique compatibility with the E-2 data transmission link." That compatibility was raised to an even higher level of operational effectiveness when the Tomcat teamed up with the newest Hawkeye version on board the Kennedy.

The combination of the E-2C's new improved advanced early warning system and the Tomcat's triple threat power—combat effectiveness, weapon system capability, and data link responsiveness—provided JFK's Air Wing One (CV-1) with an unsurpassed carrier-borne fighting team.

With the high speed tactical data exchange between the Tomcat, and the E-2C Hawkeye to effectively "team up" these two aircraft, the Fleet Air Defense perimeter was extended to beyond 500 miles.

Eyes of the fleet

The E-2C Hawkeye serves as the eyes of the fleet as well as the command control center for all airborne operations. The E-2C's Command Information Center (CIC) receives threat and combat situation information from its own radar, IFF and PDS sensors covering over 3-million cubic miles of air space. Up-to-the-second radar and IFF information from F-14 sensors are also received, displayed, and relayed via data link to the Task Force Commander. Airborne command and control operations can be initiated either from the E-2C or the Task Force Commander.

The commander's decisions are instantly transmitted via data link to the CIC display and the Airborne Tactical Data System (ATDS) on board the E-2C via data link directs the appropriate Tomcat to carry out the assigned mission. During the flight, instructions are constantly updated.

The new Hawkeye also expands the Tomcat's AWG-9 radar system by providing information on targets outside the F-14's radar scan. While those Tomcats, flying on the perimeter of the

Cdr. Carl Lavender, commander of VF-14, and his family

Skipper of VF-32 "Swordsmen", Cdr. Art Fredrickson

Commanding officer of VAW-125, Cdr. Dick Gentz

Photos by Gerry Costello

Hawkeye's radar scope, extend the E-2C's detection range by more than 100 miles into that sector covered by the F-14.

"The E-2C and F-14 are a super team," says Cdr. Carl Lavender, commanding officer of VF-14's "Tophatters." VF-14, VF-32, and VAW-125 proved just that during the deployment.

During the seven month cruise, JFK steamed more than 35,000 miles, and her embarked carrier air wing, CVW-1 flew over 23,700 flight hours.

In addition to normal operations, CVW-1 under the command of Captain Dwight Timm participated in a number of major NATO exercises to improve the quick reaction capabilities of NATO air, land, and sea forces working together. Exercise "Deep Express," conducted in the Aegean Sea west of Turkey in September, involved more than 50 ships and 350,000 men from the United States, Turkey, Belgium, Italy, West Germany, and the Netherlands. (Following this exercise, "Big John" was diverted to anchorage at Kithira, Greece due to the Lebanon crisis. Her services were later deemed not required and she returned to normal operations.)

The Kennedy and other Sixth Fleet members also participated in two "National Week" exercises, Anti-Submarine Warfare Week, and two poopdeck exercises conducted with the Spanish Air Force.

Throughout the exercises, the Tomcats and Hawkeyes virtually stole the show. Flying some 40 sorties during the NATO exercise code-named "National Week," E-2Cs from VAW-125 were able to detect, track, and arrange intercepts against all opposing airborne forces. The F-14s under the E-2C's direction accomplished "kills" on every "enemy" flown against the fleet.

And, "Operation Lafayette"—the first exercise with France in five years—ended with the U.S. Navy untouched. During the exercise, the Tomcat-Hawkeye team were pitted against the French air force's Dassault-Breguet Mirage Three and Four fighters and Dassault-Breguet/British Aircraft Corp. Tigers. Flying multiple fighter engagements against the Kennedy over a two-day period, the French launched 91 flights from their base at Solenzara, Corsica. According to Defense Department officials, *not one French aircraft made it through the U.S. air screen to attack the carrier. (Nor did they gain a "kill" on any of the engaging F-14s.)*

"The F-14 and E-2C are synergistic," says Cdr. Art Frederick, skipper of VF-32. "The two aircraft are made for each other. When they are working as a team, each aircraft increases the effectiveness of the other ... the whole is greater than the sum of its parts."

Adds VAW-125's commanding officer, Cdr.. Dick Gentz: "The F-14s like us ... and we like the F-14s." As can be expected when two aircraft "team up," a close rapport develops between the squadrons. Such is the case with VF-14, VF-32, and VAW-125. "Sic'em baby" stickers are dis-

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Helrigel earns $5,000, top award in suggestion program history

Every Grummanite has the "power" to improve company operations, assure the health of the company, and improve job security through the employee suggestion system. Albert Helrigel, Plant 27, of tool maintenance/repair did just this and was awarded $5,000 in U.S. Savings Bonds. He designed a universal quick change die base for injection molding.

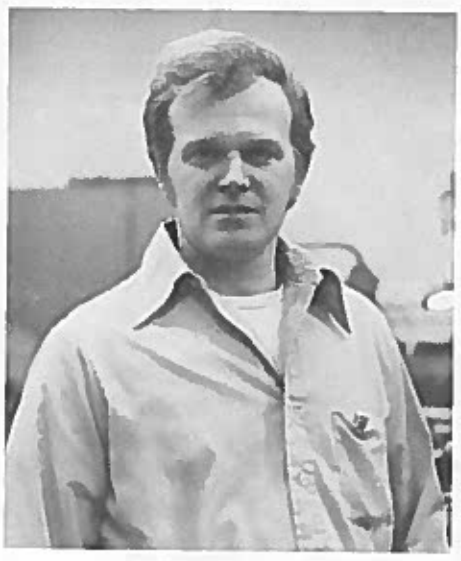
Al's design eliminates the need of purchased die sets and does away with mold set-up time and heat-up time. The whole preparation of the die set takes 24 hours less working time. Because of the quick change die base it is easier to manufacture multiple parts with varying quantities. Manufacturing time of an item is reduced and less tooling is required. Instead of expensive steel molds, aluminum molds now can be used.

The savings involved in the quick change die base for injection molding cover not only the benefits outlined above but even those resulting from the redesign of parts. This economical tooling concept makes injection molding competitive with machining and castings in small lots and opens up the possibility of commercial applications.

Al Helrigel says, "I'm proud and excited about what has happened. I think if you put effort into your work, sooner or later it becomes recognized." He said that he wanted especially to thank John Schneider, Tony Mascolo and Bob Hieter for allowing him to experiment with the projects and ideas he had in mind. It was their interest, aid, and confidence in him that helped him work out and realize his ideas.

John Schneider, manager of Plant 27, said, "I admire Al's dedication. He is able to make judgments and be creative. He has ideas and is able to expand on them. Ambitious people like Al can be of great help to the company."

Tony Mascolo, an engineer, stated, "Utilization of this Project Sterling has enabled us to propose



Al Helrigel

with a high degree of confidence a greater number of cost reductions."

Since news of his $5,000 award spread, Al says, jokingly, his relatives and friends have been trying to borrow money. However, he claims he's not ready to retire either and is going to try to top his performance. He intends to save the award money and use it for the education of his son, Eric, and his daughter, Deserie.

Other winners were:

$2500 — Vito Palazzolo/Robert Ragusa, both of Prod. Ctl.—PTSCTL, Pl. 2.

$1450 — Richard Fox, Box & Panel Fab., Pl. 44.

$1150 — Robert Clare/Frank Rubie, both of Form Block, Pl. 2; Joseph Mallins, Mfg. Insp. Elect., Pl. 7.

$1100 — Donald Kopejzna, N/C Mach., Pl. 3.

$1000 — John Szymanski/Joseph Stapleton, both of Plastic/Plaster Tooling, Pl. 11.

$950 — Martin Foster, Mfg. Insp. Mech., Pl. 6.

$800 — Victor Figliuolo, Avionics, Pl. 4; Mary Shiebler, Elect. Cable Fab., Pl. 44.

$700 — Rita Doran, Qual. Control, Pl. 52.

$600 — Stephen Haizlip, Mfg. Insp. Mech. Pl. 6.

$575 — John Mitchell, Structures, Pl. 7.

$500 — Howard Willing/Robert Greif, both of Fuse. Fwd. Sub. & Maj., Pl. 1; Daniel Goldberg, Fluids, Pl. 6; Joseph Ridulfo/Harold Tilley, both of Flt. Ops., Pl. 7.

$475 — Joel Beach, Electrical, Pl. 6.

$450 — William Schultze, Inst. Test, Pl. 6.

$425 — Bernard Zukowski, Structures, Pl. 6.

$400 — Clark Duncan/Edgar Phillips, both of Structures, Pl. 6; Thomas DiNicola, Mfg. Insp. Mech., Pl. 7.

$350 — Gerald Lux, N/C Mach., Pl. 3.

$325 — Luis Machuca, Flt. Avionics, Pl. 4; Vincent Crocco, Meas. Stand. Lab., Pl. 6.

$300 — James Dergin, N/C Mach., Pl. 3; Ralph Schenck/Vasily Docu, both of Sys. Test, Pl. 4; Frank DeQuarto/Richard Hannon, both of Structures; Ronald McDowell/Allen Yeager, both of Elect. Install.; Wallace Kondratowicz, Meas. Stand. Lab., all of Pl. 6; John Mitchell, Structures, Pl. 7.

$275 — Joseph Gordon, Sub-Assy., Pl. 1; William Baum, Structures, Pl. 6; Alexander Stefanovich, Prod. Flt., Pl. 7.

$250 — Norman Neilsen, Equip. Lines, Pl. 1; Abraham Wietschner, N/C Mach.; Joseph Famiglietti/Arron Dean, both of Wing Sub-Assy., all of Pl. 3; Norbert Alberts; Carl Rappold, both of Structures, Pl. 6; John Lynch, Elect. Wire Prep., Pl. 44.

$225 — Herbert Pirkl, Gen. Acct., Pl. 30.

$200 — Daniel Brady/Michael DeMeo, both of Plan, Ctl, Budget; Robert Albertson, Prototype, all of Pl. 1; Ralph Moccio, Insp.—Mech., Pl. 2; Patrick Mullally, Structures, Pl. 6; Norman Trigg/Fred Danner, both of P/S Digital Engg., Pl. 15; James Murray, Escape/Survival Sys., Pl. 40; Patsy Tierno, GSE Mech/Fluid, Pl. 43.

$175 — Richard McLean, Sub-Assy., Pl. 1; Stephen Scheick, Hydraulics, Pl. 2; Kevin Coyne, Elect. Install., Pl. 6; Richard DeVoe, Mach. Shop, Pl. 56.

$150 — John Lehn, Sub-Assy., Pl. 1; John Loop; Lawrence Fontana, both of Steel Pts. Assy., Pl. 2; Frank Ribaudo/John Triolo, both of Conv. Mach.; William Simpson/Bernard Natale, both of Alodine, all of Pl. 3; John Szymanski/Joseph Stapleton, both of Plastic/Plaster Tooling, Pl. 11; Marvin Mittledorf, P/S Tech. Serv.; Seymour Dawer/Joseph Atlas, both of P/S Digital Engg., all of Pl. 15; Raymond Lazar/Peter Vitale, both of Req. Plnng., Pl. 30; Frank Cioffi, Training Sys., Pl. 43; Richard Fox, Elect. Box & Panel F; Pl. 44; Kenneth Williams, Production, Pl. 88.

$125 — Robert Groeber, Sub-Assy., Pl. 1; Carl Puma, GSE Mech.; Joseph Mileschuk, P/S Mech. Eng. Des., both of Pl. 2; Frances Ruggiero, Elect. Box & Panel Fab., Pl. 43.

$100 — John Gross, Crew Sys., Pl. 1; Harry Spruchman, Insp. Det. Assy., Pl. 2; Daniel Daviduk/Saverio Rucci, both of Elect. Install., Pl. 6; Rudolph Werns, Flt. Avionics, Pl. 7; Walter Combs Jr., Elect. Test, Pl. 14; Donald Lowman, Qual. Engg., Pl. 35; Maurice Junod, Sect. Splice; James Harris, Matl. Cntl., both of Pl. 77; Sam Cassady, Purchasing/James Strassburger, Qual Cntl., both of Pl. 87.

$75 — Salvatore Sarbello, P/S Elect. Engg.; Kirk Dreimann, Fluids, both of Pl. 6; Richard Driscoll, PPO A-6, Pl. 25.

$50 — William Szeglin, Sub-Assy.; Herbert Lawrence Jr., Fuse. Fwd. Sub. & Maj., both of Pl. 1; Richard Migliorisi/Bruce Bender, both of Hydraulics; Richard Petrucci, Meth. Engg., all of Pl. 2; Frank DeMaio, P/S Verif & Prod. Sup., Pl. 2 and Robert Tallman, Environ. Cntl. Des., Pl. 35; Walter Noelle, Conv. Mach.; Paul Risney, N/C Mach.; Richard Scymcyk, Honeycomb Prefit, all of Pl. 3; Ronald Wilson, Sys. Test, Pl. 4; Anthony Vespa, Sect. Admin., Pl. 5; George Morris; James Connelli/Frank White, all of Fluids; Nicholas Maniscalco; Charles Kiesling, both of Elect. Install., all of Pl. 6;

Commencement exercises. Captain R.V. Wilson presented diplomas to NAVPRO personnel who recently completed the Quality Assurance Training Program. This two-year program is designed to develop career training for Quality Assurance Specialists. Navy, Department of Defense, and Grumman Aerospace facilities are used to provide training in all areas of quality control and quality management. The graduates are: (2nd L to R) Richard Hom, Robert Holsky, Brenda Franklin, Terry Strower, Robert Cale, and Edward Zabo. Ed Brennan (L), NAVPRO deputy director of Quality Assurance, was also on hand to congratulate the graduates.

Tax reminder

The taxable base for Social Security and Medicare taxes has been increased from $14,100 to $15,300 beginning in 1976. The tax rate has not been changed so that the deduction per pay check will be the same. Now, all those earning over $14,100 will continue to have deductions withheld until they reach the limit of the taxable base which is $15,300.

New York City also has just issued new withholding tables that become effective with pay checks received by employees on or after February 1. Residents of New York City will notice moderate increases in their city withholdings as of that date.

Wrong number?

Three days after the snow emergency numbers were published in PLANE NEWS, the Long Island area was hit with a bizzare snow storm when temperatures dropped from 42 to 15 degrees in a few hours. So, it didn't take long for people in the Calverton area to discover that the telephone number listed was incorrect.

The new—and correct—snow emergency number for the Calverton area is **369-2266.**

GRUMMAN plane news

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Manager, Internal Communications
Brian Masterson

Managing Editor
James B. Conaway

Associate Editors
Kathy Housley
Charles McGowran

Editorial Assistant
Laura Solla

Art Editor
Ted Kole

Telephone
Plane News: 3293
Plane News from outside line: 516-575-3293

In the winner's circle

Over the past several months, the GAA department has been awarding trophies to winners and runners-up of a wide selection of tournaments. Ranging from bocce to handball, these athletic contests were not only held in Operation Centers such as Bethpage and Calverton, but several plants have had their own competitions.

Pekar's team tops in Plant 8

During the Plant 8 bocce league's regular season, Bob Pekar's team won 18 and dropped only four matches. In the final playoff series, they defeated Bill Hickey's squad to win the Plant 8 crown. Members of the winning team—were Bob Pekar, Bob Ridgeway, Hank Wagner, and Gerry Landers. Finishing in second place were Bill Hickey, George Berliner, Al Ryan, and Dick McLean.

Double trouble

Frank Caldorone and Frank Perazzo teamed up to win the annual Bethpage doubles paddleball tournament which drew 16 teams. The duo had no trouble securing a final playoff berth or sweeping the finals against Gerald Berman and Jim Elbe, 21-14.

In the 'shoe pits

On their way to the Bethpage doubles horseshoe finals, Hugh Donovan and Fred Allen defeated Floyd Johnson-Frank Weber, 21-7, 21-11; and John Harms-Paul Risney, 22-0, 21-7. Meanwhile, Jean Oakley and Warren Frevert were conducting their own victory match by beating John Giusto-Bill Barber, 21-1, 21-13; and Joseph Malat-Eugene Ross, 23-16, 11-23, 21-3.

In the final showdown, the team of Donovan and Allen captured the title by winning the best-of-five series, 2-24, 21-14, 15-22, 26-19, and 22-16.

By defeating Russ Evers, 21-10, 21-11; Jean Oakley, 14-21, 26-19, 26-12; and Samuel Newsome, 22-3, 25-0, 21-3, Harold Wilson lay claim to the 1975 Bethpage single's horseshoe title.

Dual honors

In the Bethpage handball arena, Nick Bencarowsky is the player of the year. Nick captured the singles championship by snatching victories from Robert Wilson, 21-5; Art Schwartz 21-4; Jim Casey, 21-8; and in the finals, Tom Jenkins, 21-10.

With the singles title safely secured, Bencarowsky combined forces with Sam Ferritano for the Bethpage doubles competition on the handball court. By defeating Steve Mazzeo-Ron Ibanez, 21-7; Jim Casey-James Capodieci, 21-11; and Harry Neumann-Artie Schartz, 21-12, Bencarowsky and Ferritano captured the Bethpage handball doubles crown.

King Kondos

In the Plant 27 horseshoe competition, Tom Kondos successfully defended his singles title by beating Ted Lombarski, 21-10, 10-21, 23-7; Roy Harvey, 21-3, 21-5; Frank Carter, 1-25, 22-10, 21-3; and in the finals, Hank Ferro, 21-18, 14-21, 21-16.

The Plant 27 doubles horseshoe competition drew eight teams. Ted Lombardski and Dave Graves were crowned champs after they defeated Pete Koster-John Blazjewski, 21-4, 24-12; Paul Bosch-Hal Curley, 22-15, 21-12; Frank Carter-George Eckert, 3-24, 21-18, 22-15; and in the playoffs, Hank Ferro-Ellis Schilling, 21-15, 24-12.

Top ringers. Don Martinolich, Plant 3 production manager, recently presented trophies to the winners of the Bethpage horseshoe tourney. Those honored were (L to R) Hugh Donovan, Fred Allen, Warren Frevert, Gene Oaley, Samuel Newsome, and Harold Wilson.

Hellcats open season with Gleich at helm

For the past several years, Walter Gleich has been a mainstay on the Grumman varsity basketball team. This season he's moved to a new position: coach. He still possesses that winning touch—the Hellcats sport a 3-1 record thus far in the Glen Cove open league.

Of course, Walter has taken the reins of an industrial team that is loaded with talent. For several seasons, the Hellcats have finished in either first or second place in both the Glen Cove and the L.I. Industrial leagues.

In the season opener, Gleich guided the varsity squad to victory over Syosset's SWP team, 84-64. Larry Tarvin led the scoring attack with 30 points. The Grumman hoopsters dropped their next court contest. Tarvin again led the team in scoring by chipping in 22 points, but Sutter's Mill stole the ball in the last minute of play to hand the varsity it's first loss, 85-84.

Against the Copperfield's team the Grumman squad showed no mercy. At halftime, they led comfortably, 33-26, and, in the second half, the defense tightened up even more. By the final buzzer, the Hellcats had chalked up their second win, 93-66. Rich Washington and Larry Bates contributed 23 and 20 points, respectively.

Attaining their third victory of the young season was not as easy, but by executing a tough full court press in the closing minutes, the Hellcats defeated St. Pius, 80-79. Top scorers were Washington (20), Bates (15), Ed Krol (12), and Jim Heine (11).

Tourney champions. Herb Mahoney of GAA congratulates winners of the annual Bethpage paddleball and handball tournaments. The winners are (L to R) Jim Casey, Tom Jenkins, James Capodiece, Frank Calderone, Nick Bincarowsky, Frank Perazzo, Jim Elbe, and Gerald Berman.

Announce billiards tourney

John DeMarco, last year's GAA pocket billiards champion is ready to defend his title. All pocket billiard enthusiasts are invited to challenge the tourney champ.

The 14th annual GAA pocket billiards tournament is scheduled to begin Thursday, February 26. According to tourney director Mike Cherry, matches will be conducted every Thursday starting at 5:15 p.m. at the House of Lords in Plainview. Elimination games will be 75 points, one loss and out. When the field is reduced to four contenders the games will be 100 points and two losses will decide elimination. All participants are required to attend the first session on February 26.

Entry deadline is Friday, February 21.

Pocket Billiards Tourney

Entry Blank

Name ..... Ext. .....

Perm. No. ..... Dept. ..... Plt. .....

Entry Deadline, Friday, February 21
(Forward to GAA Office, Plant 30)

Result of appeal. Joe Garraffa and Josephine Viaggio, assistant principal at BOCES Rehab Center, look on as his daughter, Susan, uses typewriter donated during appeal. (Photo by Marie Trimborn)

Grummanites' generosity — key to typewriter drive's success

The December 1975, PLANE NEWS carried an appeal for typewriters from Joe Garraffa of Plant 1 who made the request on behalf of the Board of Education Rehabilitation Center (BOCES), Suffolk State School at Melville, where his 10 year-old daughter, Susan, who has cerebral palsy, is a student. He wanted to help because the school was hit by funding cuts and so is short of necessary teaching supplies.

Many of the children at the Center have difficulty picking up pencils and using them properly. Still, they are able to use their hands in many ways. Now, their teachers have begun to show the students how to use their fingers to hit typewriter keys and communicate through the written word. More children at BOCES are going to be able to express themselves because of the excellent response to the typewriter appeal.

Josephine Viaggio, Assistant Principal of the School said, "It gives you a warm feeling to know that so many people care. I realize how much personal time, work, and travelling went into this collection and all the people it took to do it. It's so good to find that people are willing to get involved and do something."

She was enthusiastic as she went on to say that Grumman had always been good to the school. On other occasions, she said Grumman pilots had been helpful. This year a Grummanite donated a turkey to the needy family of one of the students and also donated two artificial Christmas trees. Another time, a kiln was given to the ceramic class.

Ann Castellano, the wife of George who is a co-worker of Joe Garraffa at Grumman, teaches the children how to use the typewriters. She observed that the students have shown "real progress" and that the standard machines were especially good for those who had not yet acquired some facility.

According to Joe Garraffa, over 30 typewriters have been given to the school by generous Grummanites. Some Grumman people brought the machines to work and Joe ferried them out to the Center at Melville. Others had them picked up at their homes and either Joe, his daughter Gina, or Josephine Viaggio did the carting to the school.

Joe Garraffa says the appeal for the typewriters was very successful and he is most thankful to everyone who was able to respond. "The people at Grumman are a fantastic bunch. They opened up their hearts and gave. I think it was especially good of them during these difficult financial times when helping others is not always easy. But, this is characteristic of Grummanites. It's always been like this during the 20 years I've been here."

Anyone who wishes to help the school can contact Josephine Viaggio at the BOCES Center in Melville.

Welcome home F-14, E-2C

(Continued from page 5)

are displayed throughout the compartments of all four "Hummers" in the VAW-125 squadron—and in every "Tophatters" and "Swordsmen" cockpit. (The decal depicts a scrutinizing Hawkeye with one wing clenched in a black gloved fist, and a Tomcat perched on its shoulders ready to reach for his side-arms for a quick showdown.)

This close working relationship between the three squadrons is only the beginning. "We are constantly learning better ways to accomplish our tasks," states Cdr. Gentz. "And, we're looking forward to continuing our team efforts with VF-14 and VF-32 back on the beach.

While the new naval air team has received accolades from "super" to "outstanding," the aircraft, and men who fly have also been lauded with praise. To the VF-14 and VF-32 air crews, the Tomcat continues to be "second-to-none."

"The F-14 is everything it's cracked up to be," says Cdr. Lavender of VF-14. Adds Cdr. Fredrickson: "The F-14 continues to demonstrate its vital role in the Naval Air Fleet Defense."

In July of 1974, the VF-32 "Swordsmen" became the first squadron on the East Coast to fly the Tomcat. And, during the seven month deployment on the "Big John", the "Swordsmen" were honored as the first East Coast Tomcat squadron to be selected the Navy's top fighter squadron when it received the coveted Admiral Joseph Clifton Award. VF-32 skipper, Cdr. Fredrickson attributes this honor to the men's "eager" and "can do" approach to flying the Navy's new air superiority fighter.

Meanwhile, the newest Hawkeye version is still exceeding its reliability spec requirements. While on the JFK, VAW-125 flew their "Hummers" over 1,300 hours and met 92 percent of all their scheduled sorties, says Cdr. Gentz.

Congratulations to the men of JFK and their aircraft, the Grumman Field Service representatives, and the thousands of men and women at Grumman who contributed to the development and production of the Navy's two newest stars: the E-2C Hawkeye and the F-14 Tomcat.

obituaries

WILLIAM STOLZ of Employee Services, Plant 27, died January 18 at the age of 54. He had been with Grumman since 1947 and lived at Rt. #1, Idlewild Path, Woods and Lakes, Oklawaha, Florida.

RAYMOND HAGERMAN of Optical Tool and Metrology, Plant 2, died January 20 at the age of 53. He had been with the company since 1954 and lived at 230 Pacific Street, Massapequa Park.

STEPHEN J. KOWAL of Claims and Adjustments, Plant 30, died January 20 at the age of 56. He had been with the company since 1965 and lived at 31 Ruby Lane, Plainview.

ARTHUR HERRSCHAFT of Plant Stores, Plant 6, died January 21 at the age of 52. He had been with Grumman since 1951 and lived at 164 Stanley Drive, Centereach.

GEORGE A. NOHEJL of Structures, Plant 6, died January 21 at the age of 54. He had been with Grumman since 1953 and lived at RFT #1, Whiskey Road, Ridge.

JAMES J. REILLY of Production Plant, Plant 2, died January 21 at the age of 49. He had been with Grumman since 1948 and lived at 280 Bellmore Avenue, East Islip.

HARRY A. GAVERS of Stockrooms, Plant 2, died February 2 at the age of 60. He had been with the company since 1942 and lived at 102-15 Russell Street, Howard Beach.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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